

MEDFORD MAIL TRIBUNE

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Full Leased Wire United Press Dispatches

PROSPECTS MOST PROMISING.

FOR the first time in two years, the month of June showed an increase in receipts at the Medford post office. It represents legitimate routine business and was not swelled by thousands of pieces of boom literature as was the case in former years. It shows that the slump has stopped and that normal conditions have returned, and legitimate gains may be expected.

The recent bank statements show slight increases in deposits, which have held up surprisingly well. Mercantile houses report better business in the past few months than for many previously.

Record yields of orchards and farm are in prospect. More produce is being raised and marketed than in the valley's history. Altogether conditions are much healthier than for several years and a continuation of the same policy a few years will turn the balance of trade heavily in the valley's favor.

High prices for deciduous fruits in eastern markets and a bumper yield in the northwest have combined to make prospects exceedingly bright for farmers in the northwest. Fruit shipments from California have brought from \$1500 to \$2000 per car, with an estimated yield of 14,000 cars to be shipped from the state. On the basis of present prices the revenue from these 14,000 cars will be \$28,000,000. Taking this as an index, Oregon and Washington crops should also yield a sum which will go a long way to keep the wheels of prosperity turning.

The Southern Pacific company reports the movement over its lines eastward of 129 cars of fruit during three days of this month and states that shipments are now going forward at the rate of from 40 to 60 cars daily. The season is two weeks earlier this year than last, and the yield is heavier. The price level on deciduous fruits in the east is quite high this year and because of the shortage in eastern fields promises to continue so. The record sale for cherries was that of 20 cars which grossed over \$69,000. One car, alone, sold for over \$4,000.

The holders of the trolley franchise have let a contract for 5,000 ties for the first unit of the interurban railroad, contracts for the rails have been placed with the mills and construction work will be underway before autumn.

Railroad sidings have been constructed for \$600,000 cement plant at Gold Hill, preliminaries finished, and construction work will start at once.

In every way, prospects are bright and the outlook most favorable for the future.

Alfalfa Meal Mill Proposition

By Geo. E. Book.

It is a well known fact, demonstrated in all older communities, that the raising of live stock and fowls by the farmer, gardner, fruit grower and farm husbandman, no matter what other good yields of crops raised by him, neither in how small a quantity, is a necessity for the general welfare of such a community.

For the last ten years the raising and feeding of live stock was very much neglected in this valley, and almost seventy per cent of food stuff commodities other than fruit, were and are now shipped in from other districts.

From July 1, 1910, to July 30, 1911, 847 cars of foodstuffs were shipped into the Rogue river valley, and only 65 cars were shipped out of the valley, (fruits not included.) Of this commodity alone, 225 cars of hay (4050 tons), 48 cars of oats and barley, 432 cars of flour and mill food, three cars of butter and eggs, were imported into the valley. This means that approximately 20,000 tons of food stuffs at an approximate value of \$400,000 were shipped into the valley in one year, not including live stock, beef, pork, mutton, veal, hams, fowls, which, when included, would reach the half million mark. This money is gone never to return. It therefore behooves the people of this valley to take notice and better their conditions.

I am a believer of fruit growing, and feel certain that when this valley has reached the stage and age when the yield will reach two to five thousand cars of fruit crop, that only then will the Rogue river valley be one of the most prosperous localities in the west. But in the meantime our people must find some support by other methods besides fruit raising. Our soils for raising all kinds of food stuffs is unsurpassed, our climatic conditions are most favorable for the raising of livestock. We should encourage the growing and the manufacture of the commodities, which are now shipped to us, and for which we are sending out our money and pay heavy freight rates thereon.

Every farmer, fruit grower, or tiller of land should raise and produce, no matter in how small a degree, food for livestock and feed same to some kind of domestic animal or fowl. In doing so the money now sent away for the purchase of these commodities will stay at home and the people in the valley will become exporters instead of importers, which is now the condition. It is my purpose to encourage the raising of livestock by introducing the enterprise of the manufacture of Alfalfa Meal, which today is known to be the best and the most economical flesh producing product known. (Consult letters and clippings from reliable sources on hand.)

My intentions are, if properly encouraged, to organize a company (incorporated or otherwise), to be a close corporation consisting of stockholders who are in some manner interested and who will be benefited by establishing a (William's Patent) Portable Custom Alfalfa Meal Mill, for feed in the Rogue river valley, of such persons who are alfalfa growers and prospective growers, cattle, sheep, swine and horse raisers, dairymen, fowl raisers, and such parties who have at heart the general welfare of the Rogue river valley.

I would suggest the incorporation

of the "Rogue River Valley Alfalfa Meal Mill Company," capitalize it for \$15,000, six hundred shares at \$25, payable in two annual installments, sixty per cent of the capital to be expended for the equipment of mill and shipping plant. The company to do a general manufacturing business, to buy and sell foodstuffs of their own manufacture, carry on a commission business for the sale of raw and manufactured products for its stockholders and producers of livestock commodities.

I should recommend that for the encouraging of this enterprise the second payment forty per cent of the stock may be, at the option of the stockholder, paid for in alfalfa or other stock food at the prevailing market price.

Table with 2 columns: Item, Amount. Includes 'Cost of Enterprise' with items like 'One No. 1 complete "Williams" Alfalfa Meal Mill', 'Freight of Mill from St. Louis, Mo.', 'Traction Engine, complete', 'Team horses and wagon', 'Installing and miscellaneous expense'.

Total \$6800.00 Surplus 2200.00 \$9000.00

I should further recommend that the amount raised in excess of the purchase of plant, viz. \$2200.00, be set aside for the purchase of alfalfa stock, and the carrying on of a commission business, for the handling, selling, shipping and storing the manufactured articles.

Values, raw alfalfa in the field \$7 to \$12 per ton.

San Francisco market: Course quality, per ton \$22.00 Medium quality, per ton 26.00 This sells in Medford at \$30 per ton Fine quality, per ton 28.00 Blossoms and leaves from \$38 to, per ton 45.00

Portland market: From 10 to 15 per cent lower. Custom grinding, charge from \$2.50 to \$4.00 per ton, or grinding three tons for one ton alfalfa.

Output of mill, according to quality of meal from 20 to 30 tons per ten hour day.

Table with 2 columns: Item, Amount. Includes 'Cost Operation Per Day' with items like 'Labor, 3 men', 'Administration, 1 man', 'Fuel and oil', 'Team care', 'Rigging up and lost time', 'Wear, tear and repairs'.

Total \$21.30 Approximate alfalfa crop between the cities of Grants Pass and Ashland, including Sams Valley and Applegate districts, 14,500 tons.

Why I Recommend a Portable Mill The No. 1 William's Mill is strongly built, weight 17,800 pounds, is about stationary if properly set up. My purpose is that this mill can be moved and operated at certain points or districts where alfalfa is raised cheaper than bringing the crop long distances to the mill.

The writer has for the last eight months made a thorough study of this enterprise, consulted many feeders of alfalfa meal, enquired into the market, shipping costs, the most practical machine, etc., etc., and is prepared to give intelligent information as to the proposition.

Astrology and Christianity

To the Editor: Will you kindly allow me a little space in order that I may make a general reply to a question which I am frequently called upon to answer in my daily intercourse with men and women.

The other day in conversation with a gentleman who is affiliated with one of the leading church societies of Medford and for whose talents and acquirements I have the utmost respect, I was asked this question: "What relation does astrology bear to psychology and why is it that the average christian man or woman pays but little attention to the so-called influence of the planets upon their lives?"

In order to make a full and comprehensive reply to this question it is necessary to inquire into the exact meaning of the term, "Christian man or woman," for I must assume that the gentleman alluded to was referring to the referring to the average man or woman who, in one way or another, adheres to the doctrine commonly called "Christianity."

The word Christ is not a proper noun but an adjective. It is a title, indicative of a state, and therefore cannot be applied exclusively to any one single historical personage, no matter how highly exalted that person may be by reason of spiritual attainment; but the Christ-name may be fitly borne by those who while on earth live in perfect union with and obey the will of that Spirit of

Divine ove which pervades the entire cosmic universe. This being true, it follows that no man nor woman has the right to assume the title of "Christian" unless he or she has literally taken on the name and partaken of the Nature, of the Christ, for it is written that "The Christ is that Spiritual Rock," and "If any man have not the Spirit of Christ he is none of his."

Now we know that Jesus of Nazareth was the noblest character in all history. We also know that he was preeminently fitted and qualified to assume the title of "Christ," but when we arrive at a perfect understanding of that remarkable word it is not difficult to see that the term Christian has a deeper and profounder meaning than that which is commonly attributed to it.

Concerning the question of relationship between astrology and psychology, I wish to say that these sciences are by more than one united. Every astrologer who employs the ancient method (the Heliocentric system) of interpreting the positions of the planets and their influence upon the lives of men, knows that the passage of the sun through

the twelve signs of the Zodiac only symbolizes the course of re-birth or the passage of the Divine Son (or sun, if you please) through the twelve gates of the Holy City of our regenerate nature.

Jesus of Nazareth was born to the material plane of life during the winter solstice, on December 25th, shortly after midnight—the first day that showed any real increase of length. Moreover, he was virgin-born, for the constellation Virgo or Virgin lay upon the eastern horizon at the time of his birth.

He was a positive saturn person, with Capricorn ruling in the mansions of the heavens. Now Capricorn is the tenth zodiacal sign—the sign of the "rain" or "lamb;" hence the prominence given to the "lamb" and the magnificent title bestowed upon Jesus, the Christ, viz: "Lamb of God."

The birth of the Savior of men, the profound wisdom exhibited at the tender age of twelve, the voice of one crying in the wilderness, the trial and crucifixion are all—all, I say, written in "the starry scriptures of the sky."

Having devoted many years to the study of astronomy and astrology, I feel, with Ansel, that "were assertion with out demonstration is valueless." The fact, therefore, that the average man or woman pays but little heed to planetary influence can only be interpreted as reflecting upon the inability of the human mind to see "the light shining amid the darkness." However men may differ in their opinions as to the influence of the stars upon human life and destiny, few of us can question the beneficent influence of the Christ-star—that gleaming star of love, and the brightest star in the firmament of mind.

The Christ-Star. I am the gleaming star that leads the way: All they who follow Me find comfort, rest, Ay, everything that mortals deem the best. I may not set either by night or day; The hearts of all mankind I penetrate With beams supernal bright. In teament And hat the poor find solace in my ray: The lonely, the forsaken, the oppressed, The heart-stricken mother with babe at breast Look up to Me and, weeping, are consoled; The soothing balm of Gilead I hold, Mine enemies are called Despair, Too-late, They seek to blot Me from the firmament; 'Tis vain, lo! I stand supreme, permanent. LOUIE RAMOLA, Ph. D., F. R. A. S. University of Padua.

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ISIS THEATRE

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STEELHEAD TROUT BITING IN FINE SHAPE

Steelhead are taking the fly in fine shape on the Rogue. Many fine catches are reported. A nine pound (dressed) fish caught by Mr. King with a cane pole is on exhibit at Ewing's Gun Store. Among those who have brought in fine catches are Chris Gottlieb, Owen Dunlap, Court Hall, Frank Isaacs, Ed Brown and J. W. Berrian.

R. F. Van de Car, who is visiting friends here Thursday brought in seven fish weighing from four to eight pounds which he proudly exhibited to admiring throngs.

GIRLS' SWIMMING CLASS PROGRESSES

The girls' swimming class under the instruction of Mrs. Bird and Ruth Merrick is making rapid progress, and several members have fairly attained the swimming art in two or three lessons. This cannot but help them physically, and is also an insurance against accidents in the water. The pool is open exclusively for ladies every Wednesday morning between the hours of nine and twelve, and all instruction is free.

JAP STOIC WHEN HIT BY AN AUTOMOBILE

Jimmie Katsuma, employed at the Office Cafe saloon, a twenty-year old Japanese boy, was struck by an automobile at the corner of the City park Friday afternoon while riding a bicycle and is quite seriously injured. Besides many severe bruises his neck is badly wrenched and it will be several weeks before he will be able to work again. He also may have internal injuries.

According to spectators the woman driver of the automobile, a Ford having the number 4423 was to blame for the accident. When the little brown man crawled to his feet she looked at him a moment and saying "You are not hurt" drove on. The number was taken down and the case will probably be investigated.

BEN HUR LODGE WAS ORGANIZED LAST NIGHT

The Medford lodge of the supreme tribe of Ben Hur, was installed last night with 125 charter members. The order was first organized at Crawfordsville, Indiana, the birth place of Lew Wallace, the author of Ben Hur. The lodge is built about the historic novel with the noble Hebrew as the the guardian spirit.

One hundred and twenty-five of Medford's young men entered the lodge last night. B. F. Mulkey, Mr. Walker, the lodge organizer, and Rev. Eldridge made speeches, following which a banquet was served and the evening spent in dancing. With the strong membership the lodge is certain to become one of Medford's foremost fraternal organizations.

SERG. PAT MEGO MAY UNDERGO OPERATION

Sergeant Patrick Mego of the Medford police force is reported seriously sick with appendicitis. Although his case has not been diagnosed as yet he has every symptom of the disease and will probably have to undergo an operation.

Pat is one of the best liked men on the force and his sickness is much regretted.

INDIAN COMMISSION TO PROBE MILL FIRE

H. W. Wilson, commissioner of Indian affairs for the northwestern states, who with his wife has been visiting the Rev. Eldridge, has left in his automobile for Crater Lake and the Klamath agency to investigate a fire that destroyed the agency lumber mill. He will return the first of the week.

Repair and Maintenance of Earth Roads

If you look at the ordinary country road after a shower you will see small puddles along the wheel ruts and sometimes larger pools. This water stays on the road surface because it cannot drain away into the side ditches. If you look closely you will see side ditches which have grown up with bushes and weeds in many cases, and which are so far from the traveled part of the road that the rain water does not drain into them. That part of the roadway where the wagons travel is called the traveled way. To prevent water from standing on the traveled way the road should be raised in the center and should slope gently into broad shallow ditches. It is then said to have a crown. If it is 10 feet from the center of the road to the side ditch, the surface at the side ditch should be at least 10 inches lower than it is at the center where the horses travel. The road then has a 10 inch crown. The rain that falls on a road properly crowned will run quickly to the side and not soak into the surface or form pools. The side ditches for surface water should run parallel to the right of way, and should be open at every low point so that the water can run out of them into neighboring brooks or streams. If the ditches merely collect the water from the road surface and it cannot run away, large pools will be formed along the roadside, which will gradually soak into the soil beneath the road and make it so soft that the wheels of wagons will cut through the road surface and soon destroy it.

Sometimes water runs from land along the road into the road and forms a little stream down the wheel tracks or in the middle where the horses travel. When driveways into farm yards are built across the side ditches they frequently form channels for water from the farm yard to run into the road. The pipes under driveways become filled with leaves or rubbish and the water can no longer run away. If the driveways that stop the ditch water were rebuilt so that no pipes were necessary and the ditch could be left